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The Wichita Bicycle and Pedestrian Board shall advise the Mayor; City Council; City Manager; all departments; all offices of the City; City Boards and committees; and other public agencies that provide services within the City, on matters related to bicycling and/or walking and the impact that their actions may have on the bicycling and/or walking environment. City of Wichita Ordinance 490441

March 12, 2021

Subject: City of Wichita 2022 Operating Budget Recommendations- Wichita Bicycle and Pedestrian Advisory Board

Dear Mayor Whipple, City Council Members and City Manager:

As the Wichita Bicycle and Pedestrian Advisory Board (WBPAB) makes its recommendations for the 2022 General Operating Budget, we recognize the COVID 19 pandemic will have an impact on the general operating budget process and priorities. Despite the current situation, the board would again like to thank the Wichita City Council and city staff for the continued support and progress that has been made regarding bicycling and pedestrian projects in our community

The Wichita Bicycle and Pedestrian Advisory Board recommends the following initiatives (in prioritized rank order from a recent board survey) for funding through the City of Wichita 2022 Operating Budget. These recommendations were identified through board discussion, public input and a prioritization process over the past year. These recommendations are consistent with the strategies from the Wichita Bicycle Master Plan (WBMP) and Wichita Pedestrian Master Plan (WPMP).

1. ***Bicycle & Pedestrian Engineering Staffing***
2. ***School Walking & Bicycling Route Plans***
3. ***Bicycle & Pedestrian Planning Staffing***
4. ***Bikeway Maintenance***
5. ***Bikeway Maintenance Plan***
6. ***Prioritize Intersection & Arterial Sidewalks for Pedestrian Safety Improvements***
7. ***Spot Improvements & Enhancements***
8. ***Senior Walking Route Plans***
9. ***Priority Safety Corridor Plans***
10. ***Wichita Street Safety Campaign***

See descriptions below for more detailed information on the WBPAB recommendations with estimated costs.

The recommendations complement the board's recommendations for the proposed 2022-2031 Capital Improvement Program. The recommendations promote walking and bicycling through enhanced bikeways maintenance; public safety; and a more convenient and accessible environment for the community. Programming funding in the operating budget for cycling and pedestrian improvements is a key step in the city's plan for active transportation that provides an accessible, safe, and healthy environment for the community.

For the board,



Barry L. Carroll, Chair, WBPAB

Cc: Wichita Bicycle and Pedestrian Board Members
Scott Wadle, City of Wichita

2022 General Operating Budget Project Descriptions

1. Bicycle and Pedestrian Engineering Position \$100,000

- Wichita Bicycle Master Plan Strategy 26

This position would provide for bicycle and pedestrian project designs. The additional staffing would allow for enhanced in-house projects, increased capacity for project management, improved timeliness, and redundancy.



2. School Walking and Bicycling Route Plans - \$45,000

- **Wichita Bicycle Master Plan Strategy 14**
- **Wichita Pedestrian Master Plan Strategy 6**

This project will fund the creation of one or more neighborhood pedestrian circulation plans for pedestrian and bicycle improvements at and around school sites; including walking and bicycling routes to the school(s). The plan(s) will help area stakeholders to identify and prioritize improvements related to walking and bicycling. In addition to the creation of the individual plans, the project will create program guidelines for City of Wichita neighborhood circulation plans. This recommendation would complement the CIP recommendation for a separate line item for Safe Routes to School.



3. Bicycle and Pedestrian Planning Position \$80,000

- **Wichita Bicycle Master Plan Strategy 26**

The funding would provide for one additional full-time equivalent staff bicycle and pedestrian planning position. The additional staffing would allow for additional in-house projects, increased capacity for project management, improved timeliness, and redundancy.



4. Bikeway Maintenance - \$75,000

- **Wichita Bicycle Master Plan Strategy 7**

This project would fund additional maintenance of existing on-and off-street bikeways. The City of Wichita has made a substantial investment in many off- and on-street bicycle facilities. These existing facilities require maintenance, and in some cases upgrading to meet the latest standards and best practices. Prioritizing maintenance activities helps improve safety, use, and increases in the life-cycle of bicycle facilities. Examples of maintenance includes striping; patching; sweeping; and control of thorns and stickers along bikeways.



5. Bikeway Maintenance Plan - \$60,000

- **Wichita Bicycle Master Plan Strategy 7**

This project would fund the creation of a bikeway maintenance plan in order to:

- Identify and establish prioritization for both criteria and frequency for annual maintenance of existing facilities.
- Create prioritized plan for maintaining and funding on- and off-road facilities (e.g., sweeping bike lanes; fixing potholes, etc.).
- Determine recommended elements of individual bikeway maintenance plans for new bikeway design projects

Below is a listing of the proposed plan elements.

- Overview with general return of investment analysis explanation of the importance of proper maintenance of bicycle facilities
- Identification of current maintenance activities
- Identification of maintenance responsibilities by organization (e.g., adjacent property owner, City, Wichita Transit, utilities, etc.)
- Review of best practices for maintenance
- Categorization of maintenance activities as routine or major
- Prioritization criteria for frequency of maintenance
- Cost estimates for maintenance activities
- Checklist for maintenance field staff with instructions and frequency
- Checklist for new construction maintenance estimates
- Recommended policies and procedures for receiving, administering, tracking, and recording maintenance requests
- Performance measures to evaluate performance
- Recommendations for future funding sources and related policies
- Recommended elements of an annual maintenance work plan
- Detour protocols for bicycle facilities that are closed for maintenance or other work
- Recommendations for changes to construction standards and design process to reduce maintenance costs
- Identification of current citizen reporting processes (i.e., how citizens report a City issue)
- Identification of current City issue logging, routing, and tracking



6. Prioritize Intersections and arterial sidewalks for Pedestrian Safety Improvements - \$25,000

- **Wichita Pedestrian Master Plan Strategy 3, 4**
- **Wichita Bicycle Master Plan Strategy 3**

This initiative would use the criteria listed below and national best practices to create a process to prioritize intersections and possible sidewalk's locations for pedestrian improvements. The process should include the creation of a digital process for quickly evaluating multiple projects using GIS or other systems.

Example Criteria

- Priority crash corridors: Douglas Ave, Broadway Ave and Central Ave
- Crash data
- Roadway characteristics: speed, volume, number of lanes, distance between signals etc.
- School walking routes
- Proximity to major destinations, including but not limited to those listed below
 - Senior housing
 - Schools
 - Local commercial nodes
 - Transit routes



7. Spot Improvements and Enhancements \$50,000

- **Wichita Bicycle Master Plan Strategy 7**
- **Wichita Bicycle Master Plan Strategy 1**
- **Wichita Pedestrian Master Plan Strategy 11**

This project will improve conditions for walking and bicycling by funding one-time improvements at priority locations. The projects might include restriping approaches to, through, and after intersections; removing unnecessary bollards; updating lighting in key locations; reconfiguring crossings; etc.



8. \$45,000

- **Wichita Pedestrian Master Plan Strategy 5**

This project will fund the creation of one or more neighborhood pedestrian circulation plans for pedestrian improvements at and around senior sites (destination and/or residence). The plan(s) will help area stakeholders to identify and prioritize improvements related to walking. In addition to the creation of the individual plans, the project will create program guidelines for City of Wichita neighborhood pedestrian circulation plans.



9. Priority Safety Corridor Plans - \$50,000

- **Wichita Pedestrian Master Plan Strategy 11**

This project will fund the creation of one or more pedestrian safety corridor plans for pedestrian improvements at and around senior sites (destination and/or residence). The plan(s) will help area stakeholders to identify and prioritize improvements related to walking. In addition to the creation of the individual plans, the project will create program guidelines for any future City of Wichita neighborhood pedestrian circulation plans.



10. Wichita Street Safety Campaign \$40,000

- **Wichita Bicycle Master Plan Strategy 11**
- **Wichita Pedestrian Master Plan Strategy 16**

This project would undertake an education campaign to implement the Wichita Street Safety Educational Initiative. The campaign would educate street users about the required and recommended ways to interact on the roadway. A focus of the campaign will be how to utilize roadways with on-street bikeways and the top 10 Priority Behaviors.

1. Yielding to pedestrians
2. Districted driving
3. Motorists' safe and legal bicycle passing distance
4. On-street parking and opening doors
5. Awareness of turning conflicts
6. Bicycle riders' legal status as vehicle operators
7. Non-motorized users' safe crossing behavior
8. Encouragement to use bicycle facilities
9. The need for trail/path users to look and slow before crossing
10. Expect bicycles as the days become shorter / use bicycle lights at night

Recommended ways to get the message out include bus advertisements, radio ads, social media, and billboards.

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Nonmotorized users' safe crossing behavior

Target Audience	Pedestrians
Existing Conditions	Motorists in Wichita often perceive non-motorized users' crossing behavior as risk-taking and unpredictable. Darting is the third most-cited contributing circumstance for pedestrian contributing circumstances.
Integrating the Behavior within the Campaign	Campaign materials should portray pedestrians crossing in a legal, visible, and predictable fashion. Campaign materials should remind drivers to be attentive- as pedestrians and bicyclists may not always cross predictably or legally.

